5NW1101

Heater Core Replacement

SPECTRA PREMIUM™

Important Notes for Heater Core Replacement

Please note that you may find a copper brass heater core instead of an aluminum unit as appearing in our online e-catalogue. Both material types are covered by Spectra Premium and have been tested and approved by our team. They both satisfy fit and performance standards.

Read instructions completely before proceeding with repair.

Never remove the radiator cap when the engine is hot. Personal injuries may occur from the hot coolant liquid under pressure found in the system.

1. After having removed the heater core, it is important to identify the root cause of the failure.
2. If the heater core is aluminum check for electrolysis (see information below).
3. Inspect radiator for leaks.
4. Inspect or replace pressure cap.
5. Inspect and replace all cracked or leaking heater and radiator hoses.
6. Inspect and replace damaged / corroded hose clamps.
7. Inspect all drive belts (especially for water pump).
8. Inspect cooling fan blades and operation.
9. Thoroughly flush and clean your cooling system. Refill with new coolant, preferably with distilled water or premixed solutions. Failure to do so will void the warranty.
10. Replace thermostat.
11. Bleeding the system (if necessary) is required on many models where the radiator is mounted lower than the engine cooling passages. When filling the system, air may stay trapped in the engine or heater core and cause eventual damage or hard to solve symptoms. Many models are equipped with bleeder screws located near the thermostat housing. Refer to the procedures found in the owners manual or repair manuals. Some vehicles need to have the front end lifted high enough to make the air bubbles circulate back to the radiator.

WARRANTY INFORMATION

Warranty will be void if:

1. The part has been altered, which will affect the installation or performance of the unit;
2. Misuse, abuse, negligence or operating conditions other than those for which such equipment was designed or intended;

3. Improperly installed;
4. Deemed defective as a result of a physical or chemical damage from water, steam or other liquids, gases or agents found in the water;
5. Electrolysis.

Diagnosis and tips

Removal and installation of the unit may vary depending on the application. It is recommended to follow procedures outlined in repair manuals.

Leaks in the cooling system will cause multiple problems. The cooling system must never be low in coolant no matter the quantity for the following reasons:

- Reduced heater core efficiency
- Increase in engine temperature (overheating)
- Damage cylinder head gaskets

The **radiator cap** controls pressure in the cooling system to increase the boiling point of the coolant. It also controls fluid level between the radiator and overflow container to prevent air from entering the system.

The **coolant** must be checked on a regular basis. Verify your owner's or repair manual for testing and replacement schedule. Use only recommended coolant for your vehicle especially for models using aluminum cooling system components.

The **thermostat** regulates the engine temperature. It opens and closes the passage of coolant to the radiator. When defective, the engine may run too cold or too hot. Replace the thermostat every time you service the cooling system or replace a major system component.

Electrolysis is a stray current caused by a bad ground from one of the vehicle's accessories. Electrolysis occurs when electrical current routes itself through the engine's coolant circuit in search of an electrical ground. The most common causes are poor grounding from an electrical fan or starter motors. Also check for poor grounding from add-on accessories such as stereo amplifiers or winches, remote starters etc.